



Admiral's CORNER

FROM COMMANDER, NAVAL SAFETY CENTER



Taking Charge of Safety

I recently assumed command of the Naval Safety Center. I'm as proud of maintainers as my predecessor, RADM Mayer, who praised you in his farewell message. I think you'll find that I'm straightforward and will work hard to keep you safe on and off duty.

My philosophy is simple: All Sailors must do their part to improve safety and reduce mishaps. Everyone needs to take charge of safety. You need to determine what's acceptable in your command, and then hold one another accountable. We need engaged leaders and supervisors.

I picked up a theme over the years, "Reward the stuff you want to see, and punish the stuff you don't want to see." Think about those words. You'll see that small rewards for good safety practices will eliminate or reduce the need to punish bad performers.

Over the next few months, you'll see or hear about a virtual advisory board that I want to set up. That's where Sailors around the fleet can provide feedback to help me and my staff with new ideas, projects and programs.

My goal over the next few years is to produce a world-class safety organization—not just at the Naval Safety Center, but collectively around the fleet. I need your help, and maintainers have been great over the years at figuring out how to make good things happen. I need you to continue your safe maintenance practices and to help us prevent mishaps.

RADM Artie Johnson

Injuries and Damage Affect Readiness

By Dan Steber

In this issue, we are featuring stories about injuries and damage around the fleet. We've known for years that injuries and damage have cost us a lot, but I was a little surprised to see the real numbers. Here's an example of the data from 2001-2007:

Injury Codes

A = Fatalities	5
C = PPD (permanent partial disability)	15
D = Greater than 5 lost workdays (LWDs)	90
E = 1-4 lost workdays (LWDs)	82
F = First aid	243
M = Less than 1 lost workday (LWD)	177
Total lost workdays (LWDs)	2,999

These numbers are surprising for a couple of reasons: They're large (almost one and a half injuries each day), but the numbers are not accurate. We know they are underreported, and the real number is higher.

The dollar cost for maintenance-related mishaps doesn't match that of aviator-related ones, but it's not "chump change." A review of the mishap database shows more than \$10 billion since 1980 (start of the database) for aviator-involved mishaps and more than \$2 billion with maintenance-related causal factors. Aircraft damage also costs us readiness because we can't use assets when damaged and workload increases, reducing time to work on other gripes.